

# AMONG AUTOMOBILISTS OF THE WORLD

## DEATH RIDES WITH DRIVERS IN DESPERATE AUTOMOBILE RACES

**SPEEDWAY, INDIANAPOLIS, Ind., May 30.**—At the end of the first half of the 500-mile automobile race today, one mechanic had been killed and a driver injured, eleven of the forty cars that started had been withdrawn because of broken parts, and David Bruce-Brown, driving a Fiat, was leading a long grind that promised to continue until 3:30 o'clock this evening.

S. P. Dickson, mechanic for Arthur Greiner of Chicago, driving an Amplex car, lost his life in an upset on the back-stretch in the thirtieth mile of the race. Greiner suffered several broken ribs and perhaps a concussion of the brain. Surgeons at the field hospital would not make a statement as to the probable outcome of his injuries.

After a thorough examination of Greiner, the surgeons announced this afternoon that he was not seriously hurt and that there was no concussion of the brain, as had been feared before he remained consciousness. His right arm was fractured and the shoulder dislocated.

After the 200th mile several of the pilots dropped out to rest a few minutes and relief drivers took their places in the cars. Patsche drove the Marmon "Wasp" for Harroun for several laps and Lindenstruth substituted for Hearne in a Benz.

### Car Cast Front Tire.

The accident was due to the car casting a front tire. Greiner could not hold the car to the track and it skidded to the infield and whirled completely around, tearing off both back wheels. Dickson was thrown twenty feet against a fence.

Dickson's body was terribly mangled. Greiner was hurled to the track. Strain Causes Driver to Jump.

The strain of the terrible grind proved too great for Bob Evans, mechanic for Jack Tower, driving a

reeling the trailing drivers out of the way of the wrecked Case. Larrouneur lay dazed in the center of the track for a full minute, while cars darted by at either side of him. Then he unsteadily rose to his feet and staggered blindly. The crowd screamed at him "Look out!" The man then steadied himself and limped to the side of the track.

Wagner yelled to the men in the pits to take the car off the track and it was cleared away before another squad of cars came into the home stretch.

Hearne's Fiat ran into the outer ditch when the steering gear broke while the car was coming down the home stretch in the 230th mile. Neither Parker, who had relieved Hearne, nor the mechanic was hurt. It was announced that the car would be repaired and sent back into the race.

### Crowd Gets Another Thrill.

The crowd again was brought to its feet by the thrilling escape from injury or death of Howard Fry, driving a Mercer as a substitute for Bigelow. Fry's car skidded and plunged toward the repair pits across from the grandstand. He turned it back to the middle of the track, but the car was too wild for him to handle and swerved toward the pits again. Fry then locked his brake and the car swung fully around before it stopped. Amid a storm of cheers from the crowd Fry resumed the race.

Ray Harroun, in a Marmon, had taken the lead from David Bruce-Brown (Fiat) at the 300-mile mark. The cars were strung out behind the leaders all around the two and one-half mile course. The scorching pace burned out the tires and most of the cars had stopped one or more times at the pits for tire changes. Several of the older drivers apparently preferred to keep up a steady grind two or three laps behind the leaders. There were few sensational brushes for leadership in the field.

The time for the first hundred miles was well behind the record, which is 1:14:29.5, set by Tetzlaff, driving a 1:14:29.5, at Los Angeles last February. Though the speed increased since the start, the drivers seemed to have settled down for a long grind and appeared not to desire by sports of speed to make sensational gains.

Eleven cars had been withdrawn because of accidents and breakdowns when the 250-mile post was reached. This left a field of twenty-nine to finish the last half of the race.

Thus ended the testing of the new Packard "Six," a process which has occupied more than a year's time and entailed continuous driving in excess of fifty-five thousand miles. The Packard officials who made up the party are Henry B. Joy, president; Russell Huff, chief engineer, and E. F. Roberts, general superintendent.

### SKILLED LABOR IN DEMAND.

Representatives of the Packard Motor Car Company at Detroit are making a systematic canvass of neighboring States in search of skilled mechanics. Among the Ohio towns visited thus far are Cleveland, Erie, Youngstown, Niles, Warren, Akron, Columbus, Springfield, Dayton, Hamilton and Cincinnati. Other cities in the vicinity are Indianapolis, Milwaukee, Michigan City, South Bend, Lansing and Flint.

The Packard shops are working up to their day capacity of over five thousand men, and it is the purpose to increase the night force to about one thousand. Most of the night work is in the machine shops and the forge.

Thus far the factory has been unable to keep up with sales, the orders for 1912 exceeding those of any previous season. Sales of trucks in May were the largest in the history of the company, and if the present rate is maintained another new record will be established for June.

### PACKARD MAKES LONG RUN.

Completing a trip of over four thousand miles, which took them close to the borders of Yellowstone Park, three men drove up to the Packard factory in Detroit after five weeks on the road. They still wore the garb of plainmen necessary for roughing it in the wilds of Wyoming. Exposure to sun, wind and rain had tanned their faces to a deep brown.

Save money in silks at Jordan's.

From Camp Washakie, an outpost of civilization in Northern Wyoming, the party motored up along the shore of Wind River and followed the government park road to within ten miles of Two-Goo-Too-a pass, which leads through the Wind River mountains into the Jackson's Lake country and to the southern entrance of Yellowstone Park.

They climbed mountains, forded streams of appalling dimensions and passed through treacherous alkali sinks. From a ridge overlooking the Crooked Creek valley they saw two hundred elk feeding on the hillside within easy rifle range, a sight seldom if ever encountered before in a motor car.

The trip furnished all varieties of road conditions, including grades in excess of 20 per cent. The weather ranged from the broiling heat of the prairies to freezing temperatures in the high altitudes of Wyoming. In addition to the three men, the car carried a heavy camping outfit and thirty days' rations, the weight of the car and load being approximately five tons. The officials satisfied themselves that the "Six" will do.

### HANDBALL TOURNAMENT STARTED AT Y. M. C. A.

The Y. M. C. A. handball championship games started Thursday afternoon. The first match was between Nott and Dwight and the former won two straight games. It happened that the score was the same in both games—21 to 13.

The second match was between Marcellino and Rasmann, in which Marcellino won two out of the three games played. Rasmann won the second, 21-19, while Marcellino captured the other two games, 21-18 and 21-10.

There are six men entered in the affair—George Dwight, J. Nott, Marcellino, Louis, Rasmann and Paul Super. Each of the games is played at 5 o'clock in the evening.

Dwight and Rasmann were supposed to play this afternoon, but the game has been postponed until Monday afternoon at 5 o'clock.



WASHINGTON, D. C. June 3.—That House. Hoppe will have not only the President Taft is very much interested in billiards as well as in golf is shown by the fact that he has invited Willie Hoppe, the champion billiard player of the world, to give an exhibition of his skill at the White House. Hoppe will have not only the president but the members of his cabinet as spectators. He will be the first champion to appear before a president of the United States. There is no billiard room in the White House, and a table has been set up for the use of the champion.

The "48"  
Six Cylinder  
\$4800.

The Locomobile for 1912  
Fourteenth Annual Announcement

The "30"  
Four Cylinder  
\$3500.

OR 1912 The Locomobile will set a new standard of Luxury in motor cars.

Our success in the past resulted from our continued efforts to make the Locomobile the best built car in America.

Having attained this mechanical superiority, our present aim is to make the Locomobile the most luxurious American Car—Quiet, Comfortable, Perfect in detail.

The Six Cylinder Locomobile, by virtue of its excellent performances in 1911, has established a new standard in Six Cylinder construction. Realizing the demand on the part of the present day motorist for increased comfort in automobiling, we have made careful study and investigation for the purpose of making this Car the last word in Luxury.

The improvements that we have made in this direction produce Ease and Comfort hitherto unknown in motoring. As an instance, the rear seat cushions and high backs in our Six Cylinder Touring Car are each provided with upholstery ten inches deep—as soft and restful as the easiest library chair. Passengers are seated low in the car, which produces a feeling of security.

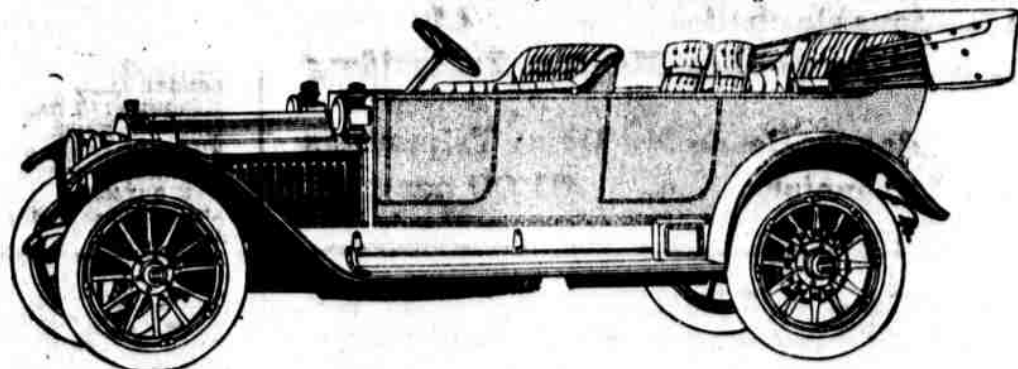
Our Five Passenger Six Cylinder Torpedo is the most perfect combination of Luxury and Style yet offered in this popular type of body. The passengers are carried on the rear seat, which has upholstery ten inches thick, cushion and back. We also make a Four Passenger Torpedo upholstered in the same luxurious manner. The combination of advantages offered only in the Locomobile Shaft Drive Six makes it—

A Perfect Machine—a Perfect Vehicle.

The Six Cylinder Type in its highest development.

The "30" Locomobile, Four Cylinders. This reliable and convenient five passenger shaft drive car will be marketed for 1912 without change, excepting increased attention to details of finish and equipment. Price \$3500.

All 1912 Locomobile Models are equipped with High Tension Ignition, Demountable Rims, and Top. The customer is given his choice of color. More complete information on application.



The "48" Six Cylinder Touring Car, \$4800. Interchangeable Tires.

The LOCOMOBILE Co.  
of America

Schuman Carriage Co.,  
Agents Hawaiian Islands

## Features of the Six Cylinder Locomobile

**Motor Design**—The motor is so designed and built that with a cylinder bore of 4 1/4 inches 70 horsepower is obtained on test. This represents the utmost power obtainable from this size of cylinder without affecting reliability. Cylinders are designed specially for the Six and have large valves and quiet valve lifters.

**Quietness**—Detail changes in the motor and rear axle make for greatly increased quietness in the Locomobile Six.

**Moderate Weight**—The Locomobile Six, with possibly one exception, is the lightest seven-passenger, six-cylinder car. We have attained this progress and refinement by seven years' study and development of the finest alloy steels. One brake horsepower is provided for every fifty-seven pounds of weight.

**Fuel Economy**—The Locomobile Six has frequently been driven twelve miles on a gallon of fuel. This is well in advance of ordinary six-cylinder performance. A customer writes that he drove his Locomobile Six over the mountains from Los Angeles to Santa Barbara with seven passengers, averaging eleven miles to a gallon of fuel. Another customer writes that he drove his Six Torpedo over fourteen miles on a gallon of fuel. Such economy is due to our special carburetor design and to moderate weight.

**Tire Economy**—Ordinarily a powerful six is a burden through tire expense involved. The Locomobile Six, however, is economical in tire wear. "The Speedometer shows four thousand miles. The original tires are still on the car and from appearance you would not think they had been driven 1600 miles." The foregoing report is on one of the first Sixes delivered. Locomobile tire economy is due to moderate weight and scientific balance of weight; also to the free action of the differential when turning a corner, thus preventing any grinding action on the rubber. The Locomobile differential never binds under any conditions of road operation.

**Strength of Construction**—Bronze instead of aluminum is used for the motor base and gear box. It is three times as strong as the aluminum ordinarily used for the purpose on other cars. The axles and steering gear are very strong and safe. The car throughout is built from carefully designed parts made in the Locomobile factory from material specially selected for each part. The Locomobile has always been known for its safety and strength.

**Riding Qualities**—The Locomobile Six has wonderful riding qualities—perfect comfort and steadiness. No swerving from side to side when traveling at speed. The superb riding qualities of our Six are due largely to the fact that power does not pass through the springs. Thus they are free to act. Rear springs cannot give maximum comfort when they act as distance rods. The three-quarter elliptical rear springs are shackled at both ends so that they have full play. All springs are made of the finest spring steel.

**Rear Axle Construction**—The rear housing is provided with a hand hole, affording ease of inspection of the driving gears. Rear axle tubes are alloy steel, without brazing—a superior construction peculiar to the Locomobile.

**Other Special Features**—The Multiple Disc Clutch is very simple and may be removed as a unit without disturbing anything else. A self-contained Oiling System provides perfect motor lubrication. Grease Cups at all wearing parts on the chassis eliminate dirty oil cups and insure perfect lubrication. The Transmission provides four speeds and reverse and the construction is so durable that gear trouble is absolutely eliminated. Universal Joints run over 5000 miles without attention to lubrication. The Bonnet is very short, saving room and obviating the clumsy appearance of other Sixes. Extra Tires are carried at the rear. Running Boards are clear on both sides.